Amendm nts to th Specification are as follows:

Before the first sentence on page 1 please insert the following paragraph.

This application claims the benefit of priority to Japanese Patent Application No. 2002-358141, herein incorporated by reference.

Please amend the paragraph beginning on page 9, line 16 and ending on page 10, line 17 as follows:

In accordance with the above means, the life of a battery of the transmitter-receiver for monitoring the tire pneumatic pressure individually mounted to the tire can be extended and safety is improved by monitoring the tire pneumatic pressure by the bidirectional communication. Further, the controller used in the passive keyless entry device and the controller used in the tire pneumatic pressure monitoring device are commonly used. Furthermore, the low frequency signal transmitting section for transmitting the low frequency request signal and four low frequency wave transmitting antennas are commonly used in both the keyless entry portable device of the passive keyless entry device and the transmitter-receiver for monitoring the tire pneumatic pressure in the tire pneumatic pressure monitoring device. The high frequency wireless signal transmitted from the keyless entry portable device is individually received by the receiving section for the keyless entry, and the high frequency wireless signal transmitted from the transmitter-receiver for monitoring the tire pneumatic pressure is individually received by the receiving section for monitoring the tire pneumatic pressure. Processing signals processed by both the receiving sections are supplied to the commonly used controller. The commonly used controller performs an operation so as to control the operation of the door lock mechanism and display the tire pneumatic pressure information. Accordingly, the function of the passive keyless entry device and the function of the tire pneumatic pressure monitoring device can be alternately achieved by using a small number of constructional parts. Therefore, the space within the car can be effectively utilized without generating the interference between both the devices.

Please amend the paragraph beginning on page 12, line 4 and ending on page 13, line 18 as follows:

In this case, the car mounting device 1 has a receiving section for a keyless entry (RKE tuner) 4, four low frequency wave transmitting antenna (down link antennas) 5(1), 5(2), 5(3), 5(4), a low frequency signal amplifying section (LF AMP) 5, four high frequency wave receiving antennas 6(1), 6(2), 6(3), 6(4), a mixer section (MIX) 6, a receiving section for monitoring the tire pneumatic pressure (TPMS tuner) 7, a signal intensity instructing section (RSSI) 8, a commonly used controller 9, a display section 10 and an alarm generating section 11. The receiving section 4 for a keyless entry is connected to a high frequency wave receiving antenna 4(1) for receiving a high frequency wireless signal (first answer signal) transmitted by the keyless entry portable device, and converts the high frequency signal received by the high frequency wave receiving antenna 4(1) into a base band signal, and outputs this base band signal. The four low frequency wave transmitting antennas 5(1), 5(2), 5(3), 5(4) are individually arranged within the door handles of four doors of the automobile. The low frequency signal amplifying section 5 is connected to the four low frequency wave transmitting antenna 5(1) to 5(4), and transmits a low frequency wireless signal (request signal) in time division from each of the four low frequency wave transmitting antenna 5(1) to 5(4). The four high frequency wave receiving antennas 6(1), 6(2), 6(3), 6(4) are arranged on the car body side in the vicinity of the four tires correspondingly to the four transmitter-receivers 3(1), 3(2), 3(3), 3(4) for monitoring the tire pneumatic pressure, and individually receive a high frequency wireless signal (second answer signal) transmitted by the corresponding transmitter-receivers 3(1) to 3(4) for monitoring the tire pneumatic pressure. The mixer section 6 is connected to the four high frequency wave receiving antennas 6(1) to 6(4) and mixes and outputs the high frequency signals received by the four high frequency wave receiving antennas 6(1) to 6(4). The receiving section 7 for monitoring the tire pneumatic pressure receives the mixed high frequency signal and converts the mixed high frequency signal into a detecting signal showing the tire pneumatic pressure and outputs the detecting signal. The signal intensity

instructing section 8 shows detecting signal intensity on the basis of the detecting signal outputted from the receiving section 7 for monitoring the tire pneumatic pressure. In addition to this, the controller 9 is connected to a door lock mechanism 12 arranged within each door of the automobile, and an ignition 13.

Please amend the paragraph beginning on page 14, line 23 and ending on page 15, line 11 as follows:

A request signal transmitted from the four low frequency wave transmitting antenna 5(1), 5(2), 5(3), 5(4) is constructed by a first request signal having a code showing a signal directed to the passive keyless entry portable device, and a second request signal having a code showing a signal addressed to the transmitter-receiver for monitoring the tire pneumatic pressure. Each of the first and second request signals has an identification code (hereinafter generally called an ID code) for identifying the low frequency wave transmitting antennas 5(1), 5(2), 5(3), 5(4). Accordingly, there are eight different request signals in total. The controller 9 controls which request signal is transmitted. The first answer signal has an ID code for distinguishing the passive keyless entry portable device. The second answer signal includes an ID code for distinguishing the transmitter-receiver for monitoring the tire pneumatic pressure, measuring data of the pneumatic pressure, and measuring data of temperature.

Please amend the paragraph beginning on page 17, line 6 and ending on page 17, line 18 as follows:

Next, in a step S6, the controller 9 judges whether no high frequency wireless signal can be received from the transmitter-receiver 3(1) for monitoring the tire pneumatic pressure, or the tire pneumatic pressure and/or the tire temperature does not lie within a prescribed range from the detecting signal. When the controller 9 judges that no high frequency wireless signal can be received, or the tire pneumatic pressure and/or the tire temperature does not lie within the prescribed range (in the case of Y), it proceeds to the next step S7. In contrast to this, when the controller 9 judges that the high frequency wireless signal can be received, or the tire pneumatic pressure and

the tire temperature lie within the prescribed range (in the case of N), it proceeds to another step S8.

Please amend the paragraph beginning on page 19, line 5 and ending on page 19, line 17 as follows:

Subsequently, in a step S12, the controller 9 judges whether no high frequency wireless signal can be received from the transmitter-receiver (TRX2) 3(2) for monitoring the tire pneumatic pressure, or the tire pneumatic pressure and/or the tire temperature does not lie within the prescribed range from the detecting signal. When the controller 9 judges that no high frequency wireless signal can be received, or the tire pneumatic pressure and/or the tire temperature does not lie within the prescribed range (in the case of Y), it proceeds to the next step S13. In contrast to this, when the controller 9 judges that the high frequency wireless signal can be received, or the tire pneumatic pressure and the tire temperature lie within the prescribed range (in the case of N), it proceeds to another step S14.

Please amend the paragraph beginning on page 25, line 24 and ending on page 27, line 6 as follows:

As mentioned above, in accordance with the present invention, the tire pneumatic pressure is monitored by the bidirectional communication. Accordingly, it is sufficient for the transmitter-receiver for monitoring the tire pneumatic pressure mounted to the tire to measure the tire pressure and transmit the answer signal only when this transmitter-receiver receives the request signal from the car mounting device. Therefore, electric current consumption can be greatly reduced and the consumption of a battery is restrained and its life can be extended. Accordingly, the disadvantages that the battery is consumed in a short period and no information of the tire pneumatic pressure is obtained, etc. are removed so that safety is improved. Further, the controller used in the passive keyless entry device and the controller used in the tire pneumatic pressure monitoring device are commonly used. Furthermore, the low frequency signal transmitting section for transmitting the low frequency request signal and four low frequency wave

transmitting antennas are commonly used in both the keyless entry portable device of the passive keyless entry device and the transmitter-receiver for monitoring the tire pneumatic pressure in the tire pneumatic pressure monitoring device. The high frequency wireless signal transmitted from the keyless entry portable device is individually received by the receiving section for the keyless entry, and the high frequency wireless signal transmitted from the transmitter-receiver for monitoring the tire pneumatic pressure is individually received by the receiving section for monitoring the tire pneumatic pressure. Processing signals processed by both the receiving sections are supplied to the commonly used controller. The commonly used controller performs an operation so as to control the operation of the door lock mechanism and display the tire pneumatic pressure information. Accordingly, the function of the passive keyless entry device and the function of the tire pneumatic pressure monitoring device can be alternately achieved by using a small number of constructional parts. Therefore, there are effects in that the space within the car can be effectively utilized without generating the interference between both the devices.